

### **Amendments to the Specification:**

Please replace the paragraph beginning at page 14, line 16, with the following rewritten paragraph:

-- Fig. 2 illustrates a sensor 10a' that is substantially the same as the sensor 10a, but that is significantly shorter in overall length. The shortening of the first and second length dimensions L1 and L2 is achieved by shortening various components of the sensor 10a. The shortened components are indicated as prime ('). More specifically, as seen in Fig. 2, the bushing 166' and the sleeve 142' are shortened in length to achieve the shorter length dimensions L1 and L2. However, the same first and second portions 196, 202 used in the sensor 10a may also be used in the shortened sensor 10a'. For this to occur, the second portion 202 is inserted further into the first portion 196 (see Fig. 5) (~~see FIG. 5~~) before securing together the portions 196, 202. The remaining components not labeled in Fig. 2 are substantially identical to those referenced in Fig. 1.--

Please replace the paragraph beginning at page 19, line 15, with the following rewritten paragraph:

-- The sensor 10c includes a sleeve assembly 400 that is configured differently from the sleeve assembly 122 of the sensors 10a, 10a', 10b, 10b'. Specifically, the sleeve assembly 400 includes a first end 404 that, in the illustrated construction, is crimped to the housing 14 at crimps 130. Of course, other joining techniques, such as welding, adhesives, brazing, soldering, and the like, can be used instead of, or in combination with the crimps 130 to join the sleeve assembly 400 ~~sleeve 142~~ and the housing 14 and/or to provide a hermetic seal between the sleeve assembly 400 ~~sleeve 142~~ and the housing 14. The sleeve assembly 400 further includes a second end 408 at a distance from the housing 14 and including an opening 412, the purpose of which will be described below. --

Please replace the paragraph beginning at page 20, line 23, with the following rewritten paragraph:

-- The ceramic bushing 166c of the sensor 10c is similar to the bushing 166, except that the second end 174c has been shortened due to the lack of any boss in the sleeve 416. The bore 182c of the bushing 166c houses a conductive contact pin assembly 468 that electrically connects the sensor element 66 to a connector 472 for electrical connection to the engine control unit (ECU). The contact pin assembly 468 includes a first portion 476 defining a base, or substantially planar plate portion 480, and an annular body portion, or stem 486 extending from the plate portion 480. The plate portion 480 engages the end surface 118 of the cup-shaped member 78, thereby electrically contacting the lead portion 114 of the reference electrode 110. In the illustrated construction, the first portion 476 is a deep-drawn part. --

Please replace the paragraph beginning at page 26, line 9, with the following rewritten paragraph:

-- The sensors 10c, 10c' further include a third length dimension L3 that is the same as discussed above for the sensors 10a, 10a', 10b, 10b'. As with the sensors 10a, 10a', 10b, 10b', the same sensor element 66 can be used over this entire range of L3 dimensions by modifying the bore 26 in the housing 14 to vary the seating position of the sensor element 66. A corresponding change in the length of the bushing 166c, 166c' and/or contact pin assembly 468, 468' and/or sleeve 416, 416c' [[416']] may also be needed. --